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CLASSIFICATION SECRET		25X1
COUNTRY Germany (Soviet Zone)	REPORT NO. []	25X1
TOPIC Cottbus Airfield		25X1
EVALUATION []	PLACE OBTAINED []	25X1
DATE OF CONTENT 8 and 12 October 1950		
DATE OBTAINED []	DATE PREPARED 8 November 1950	
REFERENCES []		25X1
PAGES 2	ENCLOSURES (NO. & TYPE) 1 - sketch on ditto	
REMARKS []		

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1. The construction bureau at Cottbus (N 53/A 57) airfield is to be transferred to Wernouchen (N 53/V 06) after completion of the work at the field. An advance detail had already left for Wernouchen. The airfield there was to be enlarged so that it would exceed the size of Cottbus airfield. (1)
 2. Twenty-six twin-engine, low-wing monoplanes with suspended in-line engines and double rudder assemblies were standing in front of the hangars and on the landing field of Cottbus airfield on 12 October 1950. Two biplanes were in an open hangar. All the other hangars were closed. Description of the twin-engine aircraft: (2)

- a. Twelve to fifteen had their noses and cabins covered with tarpaulins. The cabins had an attached roof and an antenna rod, with two branch posts pointed to the fore, was fitted on the front section of the roof. The aircraft had blue propeller hubs with a small hole in them.

- b. About 3 planes whose noses and cockpits were also covered with tarpaulins had double canopies over the cockpits. No antenna system was seen. These planes were standing apart from the others.

- c. About seven planes with straight antenna rods in the middle of the cockpit roofs. The outlines of the cockpit showed no protuberance. A machine gun projected to the rear. The planes had white propeller hubs and most of them had metal propellers.

The upper sides of all the planes were painted dark green, while the bottom sides were blue. These observations were made from a distance of about 100 meters.

3. There was no flying between 11 a.m. and 4:30 p.m. It was very cloudy and there was a medium westerly wind. About 50 men wearing overalls entered the field about 11:45 a.m. to tighten the tarpaulins with which the aircraft were covered.
4. About 50 workers were grading the landing field on both sides of the western end of the new runway. Rails and trucks, along with other construction material, were still stored at the southern edge of the landing field. The unloading of railroad cars was not observed.

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5. Soviet air force guards had recently been observed at the field.

6. A new fuel dump which was guarded by about five soldiers wearing red-bordered black epaulets was north of the Cottbus-Burg (N 52/A 47) road. (4) This dump was being fenced in and two or three tanks with a total storage capacity of 30,000 liters were being installed. Two or three other tanks with a capacity of 1,000 liters each had already been installed. Details could not be observed because of the board fence which obstructed the view. It is believed that another fuel dump is located at the northern edge of the field near the aircraft dispersal area. Some fuel hoses were seen at this place behind some sort of a pipe leading into the ground.

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